TCE
FINANCIAL

Investment Securities $ Stocks* $ Agency* & Municipal Bonds**
Real Estate Consulting $ Property Management

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Former NASD Series 7 & 63 & Series 66 Financial Advisor.
Currently Unaffiliated; Securities Not Available,

Thomas Chase Ells, RCE
BA,BS[2], MS[3],ABDMBA[4]

Transit RFI Preliminary Proposal: City of San Jose, CA 6/27/21

Experience:
Adams & Ells Civil Engr/Land Surv: City & Subdiv Engr, Rail Spur Designs and Short Line Rail Applications.
Charles Kober Assoc.: Mega Mall Designs, MacArthur Park M-Sta, LAX & LB Airports Kilroy, Proj Feas'blty.
Williamson & Schmid Engineers: Regional Master Plan Engineering; Ontario Airport 8Msf on 350Ac.
TCE Engineering: Master Design Rail Transit/Commercial Center Integration, Dam & Power Plant Design.

Preliminary Proposal: Interim Local High Capacity Solution: [Confidential statements omitted.]
Transit RFI Preliminary Proposal: San Jose Mineta International Airport to Diridon Station, San Jose
Distance: 3.5 Miles; Pylon positions 500 ft on center =34 Pylons + SJ Mineta Airport+SAP +Diridon=**$20M**
Dual Elevated Guideway (ie Bidirectional); 50 foot elevation, elevator access = **$5M**
Battery Powered Vehicles Batteries 1000 x $5k = **$5M**
Control System: Integrated Driverless Vehicles **$2.5M**
Capacity:
8 Passenger Vehicles, Divisible into 4 Sections of 2 passengers per each Section
1 Section per Vehicle for Wheelchair Access Handicap riders
Headway: 3 Sec.
~35 fps; ~2100 fpm; ~24 mph estimated trip length = 9 min.
4800-9600 pph/guideway per direction
Evacuation Mode: 19200 pph
410 Vehicle Fleet Capacity; includes 10% Contingent Fleet Capacity **$20.5M**
Fleet Maintenance Center; **$2M**
WAG Preliminary Proposal Estimate (without R/W & Engineering): $55M = ~$15.7M/mi

Preliminary Proposal: Ultimate Regional High Capacity Solution: [Confidential statements omitted.]
Transit RFI Preliminary Proposal: Diridon Station, San Jose to De Anza College, Cuppertino
Distance: 8.5 Miles; Pylon positions 150 ft on center=35 Dual Pylons/mi + 10 Stations = **$150M+$50M**
Dual Elevated Guideway (ie Bidirectional); 25-30 foot elevation, elevator access: **$90M**
Battery Powered Vehicles Batteries 200 x $10k = **$2M**
Control System: Integrated Engineer Driven Vehicles (Preliminarily w/ Drivers) **$8M**
Capacity:
48 Seat Passenger Vehicles [Standing Room 48 Passengers; Total Capacity 96 Passengers]
Wheelchair Access Handicap riders
Headway: 30 Sec.
~100 fps; ~6000 fpm; ~70 mph
11,520 pph/guideway per direction
Evacuation Mode: 23,040 pph
100 Vehicles Fleet Capacity; includes 20% Contingency Fleet Capacity, **$50M Fleet Cost**
Fleet Maintenance Center; **$10M**
WAG Preliminary Proposal Estimate (without R/W & Engineering): $360M = ~$42.4M/mi